

RED LIGHT CAMERAS FACT SHEET

- Camera system suspended as of about 1:30 p.m. Tuesday, March 2.
 - All pending citations are dismissed.
 - Total number of citations pending: 1,695. Equates to \$169,500 in fines.
 - To date, there have been 9,784 violations. Of those, 206 have requested administrative hearings. Only a handful of those contested the process in a manner similar to Mr. Belt's case.
 - As of Wednesday afternoon, about 30 people have called PIO to inquire about refunds. About 15 others have called asking about pending violations being dismissed.
 - The class action suit filed Thursday precludes the City from dealing with individuals who want to pursue a refund. Public Information has called back each person who called before the suit was filed to inform them of this.
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- Traffic crashes in 2009 were the lowest for any year since 1997; and there were more than 900 fewer crashes than in 1999, the peak year for traffic crashes in Springfield.
 - Total crashes in 2009: 7,220. Crashes in peak year of 1999: 8,380.
 - July 2009 before/after study at red light camera intersections showed a 3.4 percent decrease in total crashes, a 2.7 percent decrease in right-angle crashes, a 1.4 percent decrease in rear-end crashes, and a 20 percent decrease in crashes involving signal violations. These numbers are meant to be used as a trend analysis only, as the phased installation of the cameras creates differing time-period comparisons from intersection to intersection.
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- The program was started because of a recurring issue with red-light runners and right-angle crashes. The system is much more cost effective and much safer than having officers at the intersections.
 - Going back to the program's inception, Council at that time believed that the program should not put points on someone's record as a criminal, moving violation. Nor should the vendor be paid on a percentage because this would be perceived as revenue stream.
 - The contract with the vendor instead provides a flat leasing fee of \$4,195 a month per approach for the camera equipment and associated services. There is no per-ticket split between the City and the vendor. In some cities, the contract is written where the vendor's fee is based on a per ticket allotment.
 - The fine amount of \$100 is the same as if a violator were stopped and tickets by a police officer for running the red light.
 - Face photos were seen by some on Council and in the community as an invasion of privacy. However, this is a judgment call of sorts, not a legal question. Under the law, no one has a right to privacy to the extent that they cannot be photographed while on public property, including roads.

- With all of this as a backdrop, Springfield created its own process via administrative hearing to levy penalties yet not put points on a license in order to make safety the tent pole of the program, not revenue or a points component.

- Part of the appeal was the danger to police officers and manpower issues related to policing red lights in person. Officers have to be positioned in such a way that they can see the light change and see a car “break the plane” of the intersection. This can be difficult. At one time, a separate light synced to the red light was placed in a position where an officer could more safely see it. This system isn’t perfect, either, and still requires a good deal of manpower.

- Monitoring intersections for red light violators in any way often requires at least two police officers, one to monitor and one to stop the violator. Sometimes three officers have been used.

- A level of human monitoring that matches what the red light cameras can accomplish would require 48 dedicated officers during a 24/7 period and cost about \$4.5 million per year.

- Springfield has used municipal judges as administrative hearing officers for decades – at least since the 1980s.

- The Supreme Court ruling calls into question whether cities such as Springfield can require its municipal judges to hold administrative hearings on issues not specifically allowed under state statute.

- Other areas where this process is used in Springfield include but are not limited to: dangerous building hearings, disability hearings before the police/fire pension board, health insurance appeals, license revocation appeals, liquor license revocation appeals and Health Department violations.

- Hearings for red-light tickets would take about the same amount of time as the administrative process, according to the Law Department. Changing to such a process would not drastically alter how long it takes to move violations through the system.